

# The Sun

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## In Air and Sea.

To the tippler of sensation, watching from afar the woes of Europe, the performances of the various types of airship are the fine champagne of war. Mere scouting and reconnoitering work, albeit done on the slightest couriers of the air, stirs him less than the hope of single combats in the ether, while Zeppelins slain by some little swiftness of a monoplane; Berlin or Paris or London or Vienna laid low or damaged mightily by some explosive as high as the element whence it is "launched." His commander in chief is Mr. H. G. Wells.

A solid scientific and military interest, however, attaches to these cloud cleavers. Will their actual use in warfare justify expert expectation?

The water has as momentous, if not as romantic, matters to settle as the air. These dreadnoughts and superdreadnoughts, all this costly, complicated breed of death-dealers on the sea, what are they worth in battle? For the first time, if there should be a sea fight or sea fights between German and English first-class ships of war, their capabilities in the hands of men evenly trained and matched can be judged.

On a Certain Feeling of Depression.

A feeling of depression, of sadness, almost of bitterness, must possess every thinking person as Europe flames into war. Is war, then, an inevitable instinct of mankind and man only a fighting animal? Devouring or devoured, is that his fate? And we all know what mournful and terrible analogies of conflict bind him to "lower" species and types and make him no unfeeling or too lofty figure in the world. In a generation which has learned the practice of altruism, which has inherited so many civilizations, which has behind it such long annals of bloodshed, is there no other last argument of nations? There is no other, whatever be imagined in the temple of dreams or Mr. Carnegie.

But what gains for humanity have been made in the conduct of war since Egypt and Babylon? The slaughter and enslavement of prisoners, imprisonment and other old barbarities, the putting of combatants and non-combatants to the sword, the wanton burning and plundering of cities and villages, the sack of convents and the rape of nuns, the crude savagery to peasants, the wild ruin and murder done by mercenaries, the ravages of the Free Companies and the Lanzknechts, how far away is all that state of mind, for it was that! We are not to believe that men were in themselves crueler in the war between Spain and the United Provinces, for instance, and in the Thirty Years War than men are now. Nor was the century cruel in itself which saw without concern the constant feuds, the brutalities of the old penal codes, breaking on the wheel, disemboweling, quartering, or the constant infliction of death for slight offenses or the treatment of prisoners for crime or debt. The imprisonment of men in cages and oubliettes, the army of tortures which now excites the wrath of tourists in certain museums and fortresses; all these things merely show that good men and women were indifferent to, or rather regarded as not cruel because habitual, what their better instructed descendants are horrified at. So war, whatever its essential ferocity, has been generally mitigated; and it is encouraging to remember that much of the mitigation is very modern. And in our time or memory antiseptic surgery and the Red Cross have arisen.

## A New Greater New York.

In selecting a number of competent gentlemen not in official life to advise and counsel the Board of Estimate and Termination Committee in preparing a comprehensive plan for the development of the port of New York, Mayor Mitchell has been careful to avoid a division of authority and responsibility, while enlisting the aid of powerful and informed interests in the most important project now receiving municipal investment. The administration has not sought to avoid any responsibility or escape any duty, but has gladly availed itself of an opportunity to strengthen itself with expert assistance.

Mayor Mitchell speaks of the development of the "greater New York waterfront," and this phrase has a broader significance than will occur to those who have not studied the situation. It covers not only Manhattan, The Bronx, Queens, Brooklyn and Richmond but also the New Jersey and Long Island shores adjacent to the five boroughs. No complete and economical design for the betterment of port conditions can ignore the facilities and rights of the surrounding territory. The plan that ignored them would involve unnecessary expense at the outset and require costly revision in the future. It would be as foolishly shortsighted as selfish.

In the past New York has been without a general policy in its harbor development work. Now that it has advanced to the point of attempting a comprehensive scheme for modernizing the port it must not fall into the error of ignoring those shores and harbors that are essential to it despite the interposition of political boundary lines.

## The Lincoln Highway Enterprise.

In regard of the Lincoln Highway enterprise, it may be said that there could be no better time to realize it than the present. If it be true that the ordinary activities of the country are going to be affected by the European

war, with resulting general lack of employment, the opportunity of providing work for many hands should be hailed with enthusiasm. As the proposed work will constitute a permanent national advantage, there is no element of waste or improvidence involved.

The fact is the enterprise ought to be carried out under present circumstances with marked economy. A glutted labor market is a cheap market and labor is the main expense in road making. Material, too, is likely to be cheap if export markets are closed. Steel for bridges, for example, should be purchasable at low figures.

In a word, the immediate future will be a most appropriate time to construct this road, and indeed, to engage in other works of needed domestic betterment. If our foreign trade is to be contracted for a time, some offset may be found in internal development. Anything that helps to keep our workers self-supporting and money in circulation must help us to tide over the difficult period.

The construction of the Lincoln Highway is estimated to cost \$25,000,000 and it is hoped to have it finished next year, so that motorists may use it in going from the East to the San Francisco exposition. The association in charge has already raised \$5,000,000 by popular subscription and hopes to double that amount. It expects grants of \$15,000,000 in total from the localities traversed. The occasion seems to be a timely, indeed, an urgent, one for public and private liberality. Congress itself might do worse than hasten operations by an immediate grant.

## An Invitation to Mr. Hinman.

The subjoined despatch, which explains itself, was addressed on Saturday by this newspaper to the Hon. HARVEY D. HINMAN, Colonel Roosevelt's Republican candidate for the Progressive nomination for Governor:

"Many inquiries have come to THE SUN asking how you stood on the initiative, referendum and recall. THE SUN would be glad to print in full any statement of your position with regard to these measures which you may care to make."

With the idea that this communication may have failed to reach Mr. HINMAN, or that it may have found him so engrossed by the current news about the European situation that he had no time or thought for anything else, THE SUN repeats the invitation in this more public manner.

Our excuse for the intrusion—if it be an intrusion—is that the great Progressive conference at the Hotel Astor is now only one day off. It will manifestly be good morals, if not good politics, for the Hon. HARVEY D. HINMAN to let his name go before this assembling of Progressive State committee-men and Progressive county committee-men with full information on their part as to his views upon the initiative, referendum and recall.

THE SUN accordingly renews its invitation to Mr. HINMAN, at the same time assuring him of its very amiable regard and highly distinguished consideration.

## On a Certain Feeling of Depression.

A feeling of depression, of sadness, almost of bitterness, must possess every thinking person as Europe flames into war. Is war, then, an inevitable instinct of mankind and man only a fighting animal? Devouring or devoured, is that his fate? And we all know what mournful and terrible analogies of conflict bind him to "lower" species and types and make him no unfeeling or too lofty figure in the world. In a generation which has learned the practice of altruism, which has inherited so many civilizations, which has behind it such long annals of bloodshed, is there no other last argument of nations? There is no other, whatever be imagined in the temple of dreams or Mr. Carnegie.

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patriotism has not been learned, if learned it can be, but, after all, is not the underlying spirit of the European war a fatalistic admission that it must come and it is best to be over with it? War for war's sake is not, nor for a penitence or a monarch's whim. In what country involved is this not a war approved by the mass of the people? Italy's abstention is another side of the same fact.

Something, much, has been done, then, if not toward the abolition, the improvement, of this old remedy, for "the pleurisy of the peoples." Nor is there any irony or ought to invite the cynic in these prayers for peace uttered in thousands of churches and in millions of hearts. The aspiration for peace is an aspiration toward the Eternal; it is a vision of perfection seen only in the Perfect. Knowing how short is the recorded history of this ancient planet; seeing what has been done to prevent and soften war in a few centuries, yes, in a few years; seeing that the mass of civilized men deplores it, this portent in Europe should not discourage the dreamers of peace. There may be no war soon in the meditations of time, but slowly men's ideas change and grow.

Another Lesson From New England.

To suggest that the authorities of New York and New Jersey provide for the traveling public highways uniformly as good as those which New England furnishes on its main traveled lines would be futile. No sane man would think of so preposterous a thing. But there are any reason why the roads should not be furnished with an adequate outfit of signboards, so placed as to be easily read and followed?

New Hampshire has adopted the system for years familiar to Western tourists of colored bands on wire line poles, trees and fences. So general has this method of designating a route become in parts of the Mississippi Valley that it is liable to be overdone. Nobody will ever complain that there are too many guide boards hereabout. Nor will the most venturesome soul complain that those which decorate the landscape today are so placed as to rob road travel of all its romance.

Massachusetts and Vermont find it unnecessary to paint the roadside with signs, the intersecting highways being adequately marked. In Maine the detours bear simple and easily understood yellow signs. Only in New York and New Jersey is the wayfarer left to luck or to the enterprise of merchants seeking to lure trade to their doors.

Perhaps the New England States would open a school for the instruction of route markers, if they were urged so to do. New York and New Jersey should furnish pupils in numbers sufficient to make it a success from the start.

## The New Ambassador to France.

Praise by the Hon. JAMES ROBERT MANN of a Democratic member of the House of Representatives is so novel that the minority leader's recent tribute to the gentleman selected by President Wilson for Ambassador to France is astounding. We have no doubt that outside the House Mr. MANN numbers Democrats among his companions, but friendship stops at the threshold. A red blooded, "whole souled," congenial, sympathetic person the Representative from the Second Illinois District; he is not given, however, to congratulating Mr. Wilson upon his choice of Ambassadors, and what is one to think of this:

"We know that the country will be represented at its fullest height abroad while the gentleman from Ohio represents us as Ambassador to France."

Mr. MANN is quite sincere in his good opinion of the Hon. WILLIAM GRAVES SHARP. Mr. MANN's admiration for Mr. SHARP is now nearly four years old. It was when Mr. SHARP, on December 20, 1910, being then a freshman in the House, explained what a filar micrometer was that Mr. MANN took him to his bosom, figuratively. The Naval Observatory wanted a filar micrometer which would cost \$2,500, and although the modest member from Ellyria was a manufacturer of charcoal pig iron he knew all about the uses of the delicate instrument, which he described so clearly that Mr. MANN confessed his fascination and declared he would have taken the new member for a practical astronomer. We wish that we had space for the passage. No wonder Mr. MANN kindles at the recollection and says the country will be represented "at its fullest height abroad" by Mr. WILLIAM GRAVES SHARP of Ellyria.

A star of the first magnitude in the diplomatic firmament, let all of us hope; and capable of sustaining with credit to the United States in the present unexampled situation the heavy responsibilities which must soon be turned over to him by Ambassador HERBICK.

## Villa's army left out—Headline.

The question is will it consent to stay out. Heretofore it has something of a record for getting in whenever it wanted to get in.

The essential strength of the American position in the critical financial conditions resulting from the European war is illustrated in the flood of money that has been pouring into the treasury of the city of New York in the last six months. The Comptroller reports a total of \$348,882,164 received. The municipality has ample money for all its expenses and needs. It is great activities will go on without feeling the slightest check from outside conditions. And this is only one item in the general situation of the country. East and west, north and south, all our municipalities are not only solvent but wealthy. As employers and paymasters they are a strong factor in keeping up the general course.

In the crush of European war news yesterday no newspaper was able to devote much space to the unveiling of the monument to Baron STRUBEN, a fact which in no way reflects on the affection and respect felt for this brave and devoted Prussian by the nation which owes so much to him. At a time when the racial diversity of our popu-

lation is particularly emphasized it is not uninteresting to recall that in our struggle for independence Baron STRUBEN served side by side with the noble LAFAYETTE, which may give pause to those who concede the "Procrustean" of the twentieth century as a menacing novelty in our history.

The elasticity of human nature is its most remarkable as well as its most merciful gift. To many who find it hard enough to be cheerful and jocund with all the blessings of freedom at command, it seems almost miraculous that the unfortunate of Sink Sing, discipline being relaxed for a day, should revel in the joyous romping and wild hilarity of boyhood. Nobody will erudite them the indulgence if it will bring any new hope or courage to them.

Great is the readiness, and particularly that of children and adult total abstainers, to "take the pledge"; and hardened toper after yield to solicitation when that respectable document is presented. The signing is too often more notorious than the keeping. An earnest and earnest citizen of Patchogue prints in the Advance of that town a "past performance" instead of a pledge. We quote his "affidavit of sobriety":

"Whereas divers and various rumors, whisperings, innuendoes and insinuations have been made and circulated concerning his dalliance with the juice of the fruitful grape and of the budding rye, this deponent testifies that he has not directly nor indirectly taken or tasted any alcoholic and alcoholic beverage since the first week in November, 1911. This result has been accomplished under the application of the doctrine of free will, and the deponent is a prohibitionist in practice and perhaps to help some one else."

A good record and a free will "prohibitionist" does not seek to prohibit the wetness of other folks.

The New York Times has found the mislaid "truth about the Texas (Democratic) primaries." That truth is that national issues do not enter in at all. It is untrue, then, that letters by Mr. WILSON, Mr. BRYAN, and Postmaster General BULLOCK in recommendation of the Hon. THOMAS H. BALL, one of the candidates for Governor, were exhibited; that some or many Texas Democrats were irritated by what they called an undue interference of the Administration in the campaign; and can persuade Argentina, Brazil, Chile and the other South American Powers to join us in such a policy, such action on the part of the American nations would almost certainly grow into a binding rule for neutral Powers to follow in the future and a powerful weapon against the breaking of a war in the future would have been forged.

## SEIZING THE STREET.

A Householder's Complaint Against a Construction Company.

To THE EDITOR OF THE SUN—Sir: Will you grant a long suffering citizen space to register a complaint against the construction company that has taken possession of West 131st street, between Broadway and Riverside Drive.

For nearly a year this thoroughfare has been in an unexampled condition, and residents have been compelled to take to the road because the construction company has monopolized the sidewalk. Now the sidewalks on both sides of the street are in the control of the company and its employees ignore all the rights of the residents in the neighborhood.

It is such a disgraceful preemption of the public highway that one would wonder where are the police, what is the matter with the precinct commander and the inspector of the district, and where on earth are the officers of the Departments of Streets and of Street Cleaning? Perhaps some reason could be given if the residents of the neighborhood were notified the construction company to respect the rights of other citizens and compel the company to keep the sidewalks clear of obstructions, fill the holes, and that they may be available not only to the women and children but also to such other residents of the neighborhood as a LEASHTOWHER.

NEW YORK, AUGUST 3.

## KEYSTONE LICENSE LAW.

An Excellent System Which Has Lessened the Number of Saloons.

To THE EDITOR OF THE SUN—Sir: I note in THE SUN a statement by Mr. Lewis C. Grover regarding the petition of 70 percent of the prisoners in the Eastern penitentiary that the manufacture and sale of liquor be abolished because it caused their downfall.

The institution referred to is in Philadelphia. It is the conviction here that the petition was circulated through the agency of the Anti-Saloon League. That organization is engaged in a systematic effort to suppress the manufacture and sale of liquor by the abolition because it caused their downfall.

Under the present law, in force for the past twenty years, a license for the sale of liquor in Philadelphia costs \$1,200 a year, and owing to the limited number granted, infringement of the law are extremely rare, as almost invariably one of the few holders of the license on the part of the offender.

Of course this state of affairs is too good to suit the Anti-Saloon League, and for the G. C. P. in the White Mountains. Developments in the political situation in New Hampshire make a sweeping Republican victory assured. A den of iniquity, United States Senator Gallinger will be returned, a Governor, two Congressmen will be elected by an old time vote. The Progressive party has no chance of winning, and it makes any nominations, except for minor offices. H. F. WITCOMB.

LANCASTER, N. H., AUGUST 3.

## Open Cars on the Elevated.

To THE EDITOR OF THE SUN—Sir: One of the popular methods of keeping cool in hot weather is to go for a car ride. And the most popular time to go for a car ride is in the evening. That accounts for the large number of persons who notice striding toward the elevated cars to remain there until a surface car comes along and "picks them up."

The majority of persons who plan to go for a car ride for the evening usually select the surface lines as the most enjoyable routes. There is a reason for this which seems to be apparent to every one except the management of the elevated system, who do persist in refusing to interest people in their system. While the surface car systems have been improving their cars, installing air brakes, stepless cars, convertible cars and various other improvements, the elevated management has remained stationary. What improvements have been made in the elevated cars in the last decade?

For instance, the elevated management could interest the people who believe in riding on hot evenings if they would install a few open cars on the West Side lines, the Sixth and Ninth avenue lines. They have open cars on the Second and Third avenue lines, but the West Side has been sadly neglected in this respect. If you wish to ride on the West Side you have to ride on a car with the surface lines. Have no fear, many persons are using the surface lines, which is the elevated line's loss.

Who could wish for a more pleasant ride on a hot evening than from Harlem to the Battery in an open elevated car? The increased speed of the elevated trains would create a greater draught than usually found in surface cars. Therefore it is almost a pity that the elevated management has not well patronized. A tie to the West Side.

NEW YORK, AUGUST 1.

## THE UNITED STATES AND NEUTRALITY.

Suggestion That This Country Refuse to Let Foreign War Loans Be Flouted Here.

To THE EDITOR OF THE SUN—Sir: When we broke out in Europe in 1778, the United States was a young nation and several other nations, the United States under the leadership of Washington and Jefferson set up new rules of neutrality to regulate the relations of the young American republic with the belligerent Powers.

Those new rules, such as refusing to allow privateers to be armed in our ports by any of the belligerents, for example, were far in advance of the practice and conception of neutral duties then in vogue. But those new rules served effectively to prevent the United States from becoming embroiled in the war.

In addition, the new standard of neutral duties then set up by Washington and Jefferson in the policy of maintaining the neutrality of the United States profoundly influenced the development of the law of neutrality and so helped to localize subsequent wars and curtail the spread of belligerent operations. The United States in aiding themselves at that time also bestowed for later times a blessed boon on the world in strengthening and developing the law of neutrality.

So now the United States of America under the direction of President Wilson and Secretary Bryan, by refusing to allow any belligerent government to float a war loan in this country, can help materially to shorten the war that is about to be waged over almost all of Europe.

By a measure in this kind we will be all the more effective to curtail the war period, as this country at the present time is the only place in the world probably where the great Powers of Europe hope to buy or borrow money almost to help maintain their military and naval forces in action.

If President Wilson and the New York Stock Exchange will take the lead in refusing to sanction the selling and buying of the bonds of war loans in this country in any of the exchanges, they will deserve the gratitude of the nation as well as the cause of civilization by shortening the period of destruction of both life and wealth into which Europe is plunging.

The more the nations of Europe destroy one another, the more our best customers will be impoverished and the more the people of this country will feel the effects of the war. The result will be the destruction of wealth in Europe upon a colossal scale, a destruction of wealth as complete as was that on a much smaller scale caused by the earthquakes at San Francisco and Valparaiso.

In addition, if we now refuse as a neutral nation to allow war loans to be floated in our exchanges, and can persuade Argentina, Brazil, Chile and the other South American Powers to join us in such a policy, such action on the part of the American nations would almost certainly grow into a binding rule for neutral Powers to follow in the future and a powerful weapon against the breaking of a war in the future would have been forged.

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This country, as a neutral, surely has a right to protect itself by refusing to supply the means for the prolongation of the present struggle which seems about to engulf Europe and her civilization.

THOMAS WILLING HALCH.

ATLANTIC CITY, N. J., AUGUST 2.

## THE PLEA OF A DOG.

He Recites the Merits and Grievances of Well Behaved Canines.

To THE EDITOR OF THE SUN—Sir: I am only dog, but I humbly claim a hearing before the human court of appeals. As I lie at my master's feet I hear talk of putting muzzles on all dogs, good as well as bad. You think we are deserving of such treatment? We admit that there are biting, snarling and noisy barking dogs who ought to be put under restraint; but none so rebellious as to refuse to be obedient to their master's commands.

It is such a disgraceful preemption of the public highway that one would wonder where are the police, what is the matter with the precinct commander and the inspector of the district, and where on earth are the officers of the Departments of Streets and of Street Cleaning? Perhaps some reason could be given if the residents of the neighborhood were notified the construction company to respect the rights of other citizens and compel the company to keep the sidewalks clear of obstructions, fill the holes, and that they may be available not only to the women and children but also to such other residents of the neighborhood as a LEASHTOWHER.

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NEW YORK, AUGUST 1.

## NEUTRAL BELGIUM.

Its Status Under the Treaty of London, Respected in 1870 and Violated Now—The Very Desirable Port of Antwerp.

According to news despatches the Kaiser has proposed to Belgium that he exercise a "friendly neutrality," permitting free passage to his troops and supplies to and from between his territories and those of France. But behind the aversion they feel toward that sort of neutrality there is unquestionably a deep seated fear among Belgian men of affairs that the age old German aspiration to reach the sea by way of Antwerp is more eager among Germans than ever. Antwerp is a fortress of great strength. It has an excellent port which can be very effectively defended against sea attack as it is already on the last of the Belgian coast.

Belgium adheres to the idea generally held in the past that neutral territory, such as hers is, is immune from invasion on any ground or pretext. She has determined to oppose her feeble resources to any use of her land or its facilities for warfare in which she has no concern or interest. Naturally she has appealed to England to aid her in asserting her rights and repelling and defeating the German aggression.

The neutral